Washington State Department of Transportation

Inspector's Daily Report

	IDR Sheet 1 of 5 Sheets	
Contract	Day	Date
C-7852	Friday	August 13, 2010

DIARY - Including but not limited to: a report of the day's operations, time log (if applicable), orders given and received, discussions with contractor, and any applicable statements for the monthly estimate.

I arrived at the project site around 7:30 a.m. and took additional photos (looking straight on) of the cut face between Stations 1338+75 and 1339+40. I phoned Steve Lowell and asked him for comments on the preliminary stabilization plan I had e-mailed him the night before (see Marc Fish IDR 8/12/10). To assist in developing final recommendations, Steve e-mailed me the project cross sections so I could check the depths of the preliminary dowels to ensure they get behind a roadway dipping plane (38/211). He also stated that the crest dowels need to be installed up to the approximate Station 1339+40 as stated in the contract documents. I stitched the new photos together and started to develop a draft stabilization plan based upon geologic structure, removing and/or reinforcing potentially unstable blocks, and installing crest dowels. Later in the morning I e-mailed my draft recommendations to Steve, which consisted of four 25 ft Type L crest dowels, five 25 ft Type L spot dowels, four 15 ft Type L spot dowels, one 10 ft Type L spot dowel, and several small areas of slope scaling. Steve commented on my draft recommendations and suggested that the slope scaling areas should be expanded. I incorporated Steve's comments into the final recommendations and e-mailed our final stabilization plan to Will Smith around 12:00 p.m. (Figure 1).

Brad Schut requested help marking crest dowel locations between Stations 1333+00 and 1333+50. He stated that the Contractor had excavated additional soil between these Stations as recommended (see Marc Fish IDR 8/12/10). After inspection, we were able to locate top-of-bedrock near Station 1333+15 and I informed Brad that a crest dowel could be marked at this location (Figure 2). Our inspection also revealed that one large apparent boulder (Station 1333+30) and overburden (Station 1333+50) still exist at locations where crest dowels still need to be installed (Figures 3 & 4). Once again I recommended that he use an excavator to remove the apparent boulder near Station 1333+30 and to excavate the soil to the top-of-bedrock near Station 1333+50.

I left the project site around 2:00 p.m. and headed back to Olympia.

Marc Fish
Inspector

Stabilization Plan Between Stations 1338+75 & 1339+40

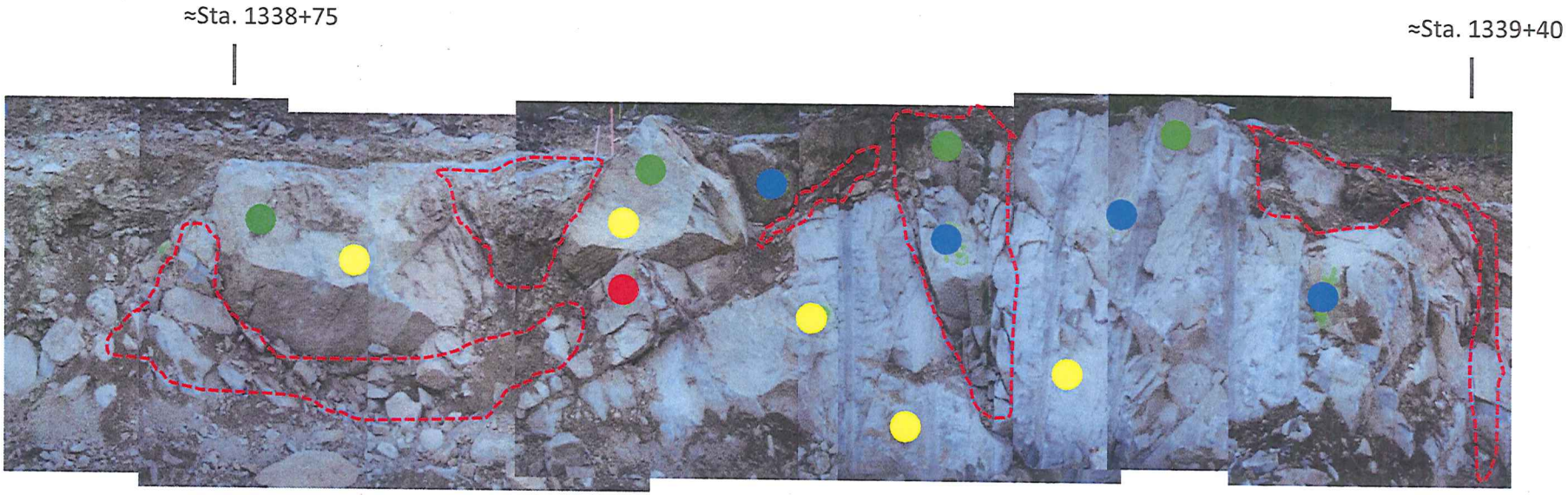

Figure 1: Stabilization plan, Stations 1338+75 to 1339+40.

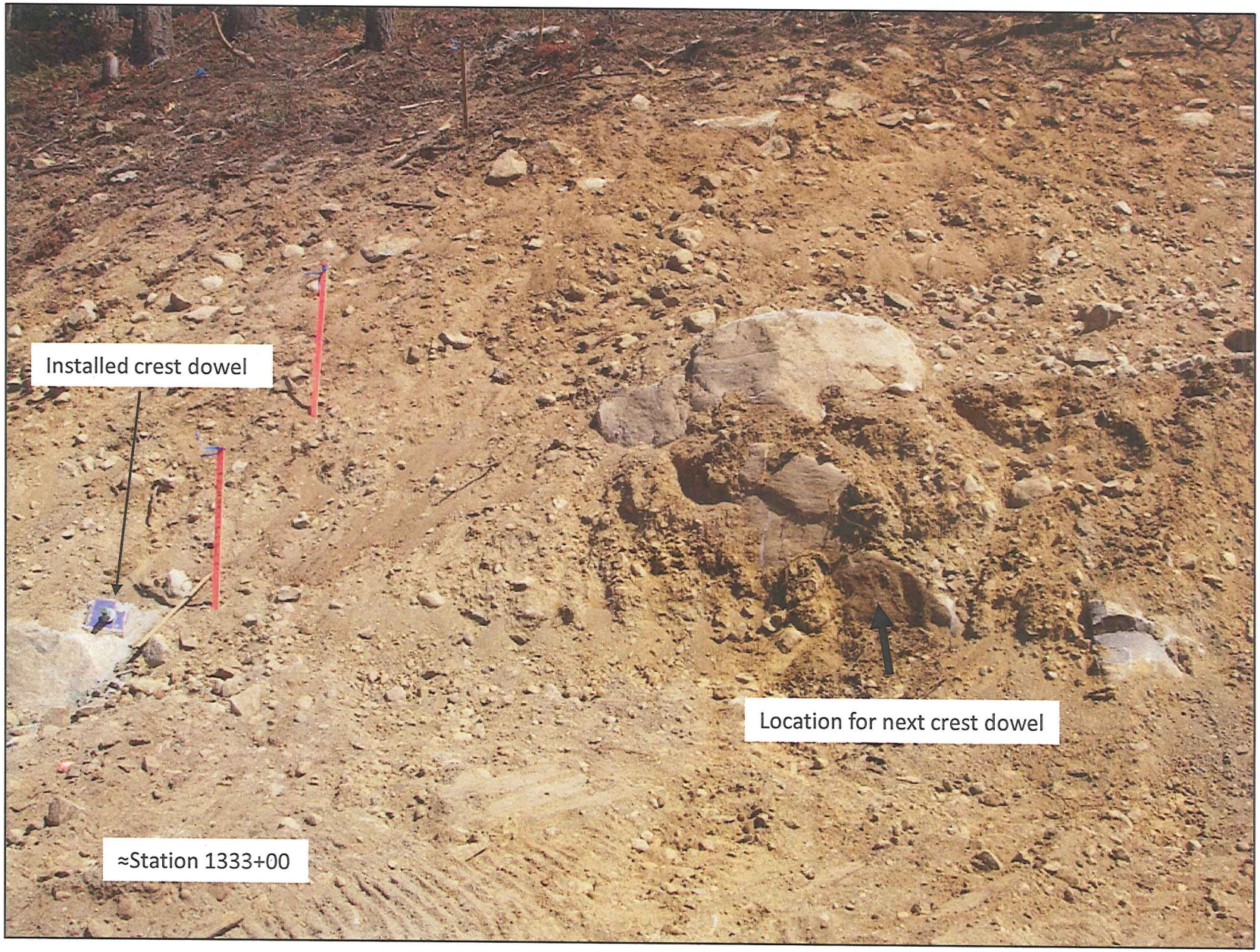

Figure 2: Location for crest dowel near Station 1333+15.

Figure 3: Large apparent boulder at the location for the next crest dowel, approximate Station 1333+30.

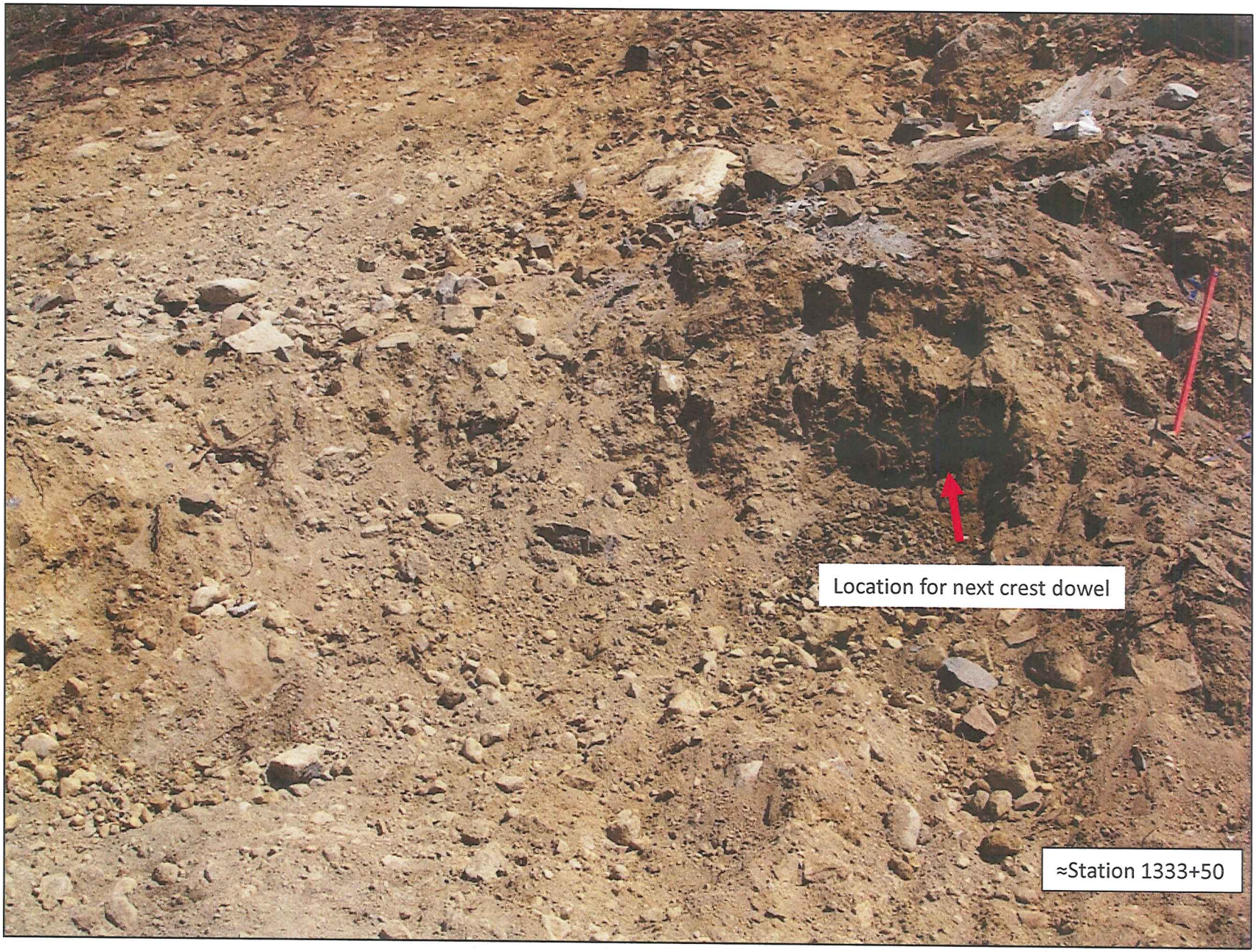

Figure 4: Overburden soil at location of next crest dowel, approximate Station 1333+50.